

2503005

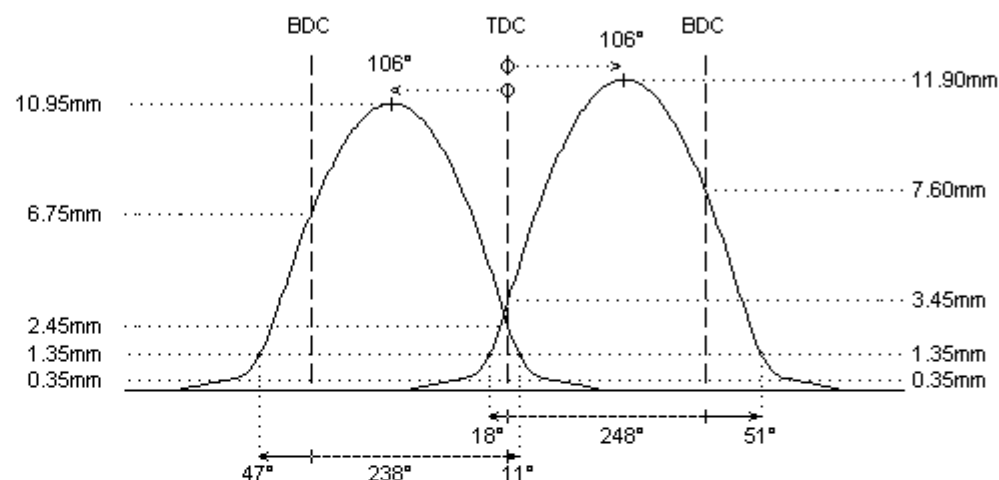
full race

Honda L15A1 109 hp (VTEC)

I-4cyl 1.5L 16v SOHC (RPR/RPR)



	intake	exhaust
camshaft data:		
lash ramp	: 0.35mm	0.35mm
duration @ 0.1mm	: 292°	280°
duration @ 1.0mm	: 249°	238°
valve lift	: 11.90mm	10.95mm
cam lift	: 6.65mm	6.35mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 18° / 51°	47° / 11°
valve lift @ TDC	: 3.45mm	2.45mm
parts setup:		
cam wheels :	:	:
follower	: O.E.M.	: O.E.M.
valve lash	: O.E.M.	: O.E.M.
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: 99446/s	: 99446/s
lower retainer	: 99447/O	: 99447/O
exterior spring	: PAC-S90013	: PAC-S90013
interior spring	:	:
fitted load / length	: 24kg @ 34.0mm	: 24kg @ 34.0mm
max. load / lift	: 70kg @ 12.0mm	: 70kg @ 12.0mm

REMARKS :**REMARKS :**

- # camshafts for use in early L15A engine with separate exhaust header
- # FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
 - the camshafts must turn smooth in the cylinderhead, provide free travel by machining where needed
 - distance between valve seal and retainer at full lift must be 0.6mm at least
 - minimum valve spring travel of 1.0mm at full lift must be provided
 - distance between valve and piston 1.0mm (pref. 1.5mm). check 5-15° before TDC on exhaust, and after TDC on intake
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburetors